

Current Readiness & Enterprise AIRSpeed Newsletter



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The Helicopter Maritime Strike Community takes full advantage of the Current Readiness Cycle

By the CHSMWP Current Readiness Team

In the 2011 Naval Aviation Enterprise (NAE) Air Board reporting cycle, the Helicopter Maritime Strike (HSM) community and its broader type/model/series (TMS) and provider teammates made great progress in proposing, and in some cases, finding solutions for four issues that impact the deployed readiness of its carrier air wing (CVW) squadrons and Helicopter Anti-Submarine Squadron Light (HSL) detachments.

Some of the issues are new, but most are enduring. The HSM community, with assistance from Commander, Naval Air Forces; Naval Air Systems Command; Bureau of Navy Personnel; NAVSUP Weapon Systems Support (WSS); and Center for Naval Air Technical Training (CNATT) addressed the issues of supply support to deployed HSL detachments, premature re-

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Maj. John Pelzer (left) and Capt. Michael Wyrsh, fire control officers with Marine Aerial Refueler Squadron 352, scan video monitors for enemy activity aboard the Harvest Hawk in this photo dated March 26. The modified KC-130J is equipped with a paratroop door that provides the capability to load, launch and reload standoff precision-guided munitions while the aircraft remains pressurized. Read more about the modification at <http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4921> and how this new capability is being used in Afghanistan: http://www.marines.mil/unit/3rdmaw/3rdmaw-fwd/Pages/HarvestHawk_givesMarinespeaceofmind.aspx. Photo by Cpl. Isaac Lamberth/Marines.mil

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TACAMO tackles a weighty issue

By Jacquelyn Millham,
NAE Current Readiness CFT/
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When is less more?
When it comes to an E-6B Mercury fuel load as the TACAMO community recently learned.

In their continuous efforts to manage its aircraft and meet readiness requirements, TA-

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Kearsarge touts partnership with Marines, 5S during NAE site visit

By Jacquelyn Millham, NAE Current Readiness CFT/Enterprise AIRSpeed Public Affairs

The Marines are the lifeblood of *USS Kearsarge's* (LHD 3) aviation maintenance capabilities." That statement was a common thread continually heard by Naval Aviation Enterprise leadership at each and every stage during "Boots-on-the-Deck" Feb 23. *Kearsarge* was the fourth L-class ship to host the event.

"The triad – the ship supply officer, maintenance officer and the Marine Air Combat Element – is the key to our success, said Lt. Cmdr. Louis Scott, *USS Kearsarge* maintenance officer. "You can't meet operational requirements without a strong relationship among all of its members."

Kearsarge recently participated in Bold Alligator, a two-week long U.S. naval amphibious exercise that focused on an opposed landing conducted simultaneously with other amphibious operations. "We never strayed from our goal-fighting and fighting together," he said in reference to the working relationship among the triad during the event.

The use of V-22 Osprey to retrieve parts is an example of that cooperation in action. CH-53s are usually used to pick up parts from shore sites but during the exercise they were assigned to another theater of operation. "We were more than 500 miles from the shore site. If a 53 was sent, it would've spent the night at the distribution point before returning to the ship. But the Osprey just made a quick

turnaround – there and then back to the ship – after loading up the parts," said Scott.

Marine resources proved to be invaluable again when an Osprey's nose strut gear needed repair. "Our capabilities and expertise are limited as [maintenance on nose strut gears] is an [organizational-level to depot-level] repair," said Scott. "We reached back and sent a technical assistance request to the program manager and the FTS (field team support). We had a Marine onboard assigned to the embarked [Marine aviation logistics squadron] who had the skill set to repair it. An item that has a lead time of up to a month was fixed in just hours. This was the first time this repair was conducted on an L-class."

Using a crash crane to replace hubs on aircraft was also novel, said Chief Warrant Officer Quentin Bramble, *USS Kearsarge* aviation maintenance officer. "Innovative ideas such as this one were developed by Marines thinking outside of the box," he said.

Kearsarge Sailors also are becoming more innovative with the help of continuous process improvement (CPI) tools. The ship began applying CPI last fall after returning from cruise and first applied it to its Electrical/Instrument Branch's Individual Material Readiness List (IMRL) Pro-

(Kearsarge continued on Page 3)



Aviation Mechanic 3rd Class David Romero (left) explains to Col. John Rutherford, U.S. Marine Corps Forces Pacific, Aviation Logistics Division, assistant chief of staff; Rear Adm. (select) C.J. Jaynes, NAVAIR assistant commander, Logistics and Industrial Operations; and Dennis Albrecht, NAVAIR Aviation Support Equipment program manager, how 5S, establishing a central work area with tools at the point of use and a new distribution process improved the work center. Romero, who has been in the Navy less than two years, is *Kearsarge's* Tire and Wheel Shop supervisor.



Aviation Electronics Technician 2nd Class Hudson Dykes (right) gives a step-by-step explanation of the Electrical/Instrument Branch's Individual Material Readiness List (IMRL) Acceptance and Transfer Process to Rear Adm. Steven Eastburg, Naval Air Systems Command assistant commander; Rear Adm. Jeffery Penfield commander, Fleet Readiness Centers; Lt. Cmdr. Joel Vargas, assigned to Commander, Naval Surface Forces Aviation Maintenance officer; Maj. Gen. John Croley, Deputy Commander, U. S. Marine Corps Forces Command and Commander, United States Marine Corps Forces South, and Col. John Rutherford, U.S. Marine Corps Forces Pacific, Aviation Logistics Division, assistant chief of staff.

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gram Acceptance and Transfer Process. A rapid improvement event reduced the number of days spent inducting equipment from one to three weeks to a couple of days.

"We identified the waste and found that out of 122 steps in the acceptance process, 119 were generated around three value-added steps. More than half of them were redundant," said Aviation Electronics Technician 2nd Class Hudson Dykes. Maintainers, he said, had to pass through the hangar bay and carry components up and down decks to reach production control. During their deployment during Bold Alligator, they also had to navigate around engine parts and coalition forces.

"We cut 62 steps in the future state – a 50 percent reduction," said Dykes.

"This is just one part of a three-part event," said Dykes. "We also are going to look at the build up on components. After that, we'll look at the temp loan – the moving of items back and forth."

Aircraft Intermediate Maintenance Department (AIMD) Material Control and Supply partnered to create a joint aviation screening unit. The consolidation of work centers eliminated redundant steps and reduced induction errors by 15 percent and reduced induction time into AIMD work centers by 55 percent.

Kearsarge also applied 5S in the Tire and Wheel Shop, Composite Repair Shop, the Paraloft Shop and the Module/Micro Miniature Repair Shop. "I established designated areas for repair and placed tools and publications at the

point of use," said Dykes about the Micro Miniature Repair Shop. "Now Marine technicians know where the equipment is even if they haven't been here before.

"Recertification has to be done every 18 months and with this set up, training is easier," he said.

Since applying basic CPI, the time spent inventorying tool and equipment decreased by 35 percent. And because safety hazard areas and personal protection equipment have all been properly labeled, safety mishaps within the work centers have decreased by 90 percent.

Sustainment aboard the L-class also was in the spotlight. "We planned for the long-haul," said Scott. "CPI has been incorporated as part of our indoctrination process when they check into the AIMD. There is a timeline for maintainers to first get white belt training, then yellow belt training. Since October 2011, we've achieved 100 percent completion for white belt training."

Rear Adm. Steven Eastburg, Naval Air Systems Command assistant commander; Maj. General John Croley, deputy commander, U. S. Marine Corps Forces Command, and commander, United States Marine Corps Forces South; Rear Adm. Jeffrey Penfield, commander, Fleet Readiness Centers; Rear Adm. (select) C.J. Jaynes, NAVAIR assistant commander, Logistics and Industrial Operations; and Jim Beebe, Commander, Naval Air Forces executive director, led the event. Representatives from Office of the Deputy Under Secretary of the Navy; Com-

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Putting knowledge into action

By Jacquelyn Millham, NAE Current Readiness CFT/Enterprise AIRSpeed Public Affairs

If you need an example of how applying continuous process improvement (CPI) to your work environment can change one's perspective on its value, just ask Aviation Electronics Technician 2nd Class Hudson Dykes.

Before being assigned to *USS Kearsarge* (LHD 3) in May 2011, the Module/Miniature Repair Branch lead petty officer and collateral duty inspector understood the basics of CPI and the Buffer Management Tool, having received white and yellow belt training while working in Fleet Readiness Center (FRC) Mid-Atlantic Site Norfolk's Micro Miniature/Cable Connector Repair Shop. But when the shop began to apply CPI, however, he was assigned to security duty and did not have the opportunity to participate and hone his skills.

Aboard *Kearsarge*, Dykes was presented with a set of unexpected challenges. "When I got here, I didn't have anybody assigned to my shop. It was just me," he said. "The work center was disorganized, cluttered and had a lot of personal gear and trash stored in it. I thought that was just normal."

His attitude began to change after attending green belt class in September 2011. "The possibilities of how CPI could help my work center dawned on me gradually. I started saying to myself, 'Yeah, this makes sense, that makes sense.' It opened my eyes," said Dykes.

Just how much his perspective changed really hit home after he returned to his work center. With a critical eye developed in part by green belt training, he began to see how dysfunctional it really was. "Before, I knew the organization of the area had to be addressed," he said. "When I came back here and looked around, I would get headaches and felt sick to my stomach. There was SO much stuff in there."

Dykes applied 5S to the work center and reduced the branch's average number of days to repair avionics from nine days to three days. He was also part of a team that introduced 5S into five other aviation work centers and co-led the team's rapid improvement event on the ship's Individual Material Readiness List Program Acceptance and Transfer Process that streamlined the process from one to

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An E-6B. Photo courtesy of U.S. Air Force/af.mil

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CAMO leadership looked at how fuel requirements could be tailored to reduce costs without degrading readiness. One particular analysis revealed many of their aircraft were returning with high quantities of overhead fuel well above the minimum standard after meeting mission requirements.

“The E-6B can hold over 150,000 pounds of fuel,” said Capt. Charles Baker, commander, Strategic Communications Wing ONE (STRATCOMMWING) and E-6B Type/Model/Series (TMS) commodore. “Fuel costs are 95 percent of our total flying hour budget. STRATCOMMWING ONE and squadron leadership analyzed the TMS’ flying hour and the cost per hour program data. They believed costs could be reduced by tailoring fuel loads in three areas which would reduce aircraft burn rate.”

Leadership addressed overhead fuel quantities, alert fuel loads, and flying an endurance/

“Lowering our fuel weight reduces wear on the aircraft as we look to extend the service of the E-6B past 2035.”

*~Capt. Charles Baker, commander,
STRATCOMMWING
and E-6B TMS commodore.*

range profile as much as possible. Focusing on these three areas, they determined, would lower fuel costs while maintaining readiness standards.

After receiving authorization from US Strategic Command to proceed, the team conducted analyses and conducted test runs to determine its feasibility.

The policy change was implemented quickly once they were completed. Wing and squadron leadership set guidance for aircraft and mission commanders on the importance

of fuel management and planning.

Tailored fuel loads produced two results immediately: TA-CAMO reduced its gallon per hour fuel burn rate by six percent in FY11 and required less time to refuel alert aircraft after a mission. With these solutions in place to address fuel concerns, the TMS is now putting more attention to other readiness degraders, such as personnel and equipment.

Baker said he expects it to yield future benefits as well. “Lowering our fuel weight reduces wear on the aircraft as we look to extend the service of the E-6B past 2035.”

“This is a team effort,” said Baker. “Our leadership and aircrews understand the benefit of fuel load management and the importance to operate safely and efficiently while meeting readiness requirements.” ■

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placement of high cost dynamic components, Airborne Low Frequency Sonar (ALFS) availability and reliability, and maintenance technician readiness. Concerted efforts throughout the cycle allowed a number of issues to be resolved even before the delivery of the Air Board brief.

Supply support to deployed HSL detachments:

Supply support to deployed HSL detachments on cruiser-destroyer (CRUDES) ships is an enduring challenge, especially those that deploy independently or that operate in austere theaters like U.S. 4th Fleet and portions of both U.S. 5th Fleet and U.S. 7th Fleet areas of responsibility. Limited stock is available on board CRUDES ships due to space constraints and parts are frequently not carried, not in stock or not ready for issue. These detachments typically

do not receive support from dedicated supply ships or benefit from other means of expedited delivery such as COD flights. During the recent Current Readiness cycle, this resulted in a 70 percent contribution to aircraft not ready for tasking downtime due to outstanding non-mission capable/partially mission capable supply requisitions.

The team looked at the end-to-end supply chain process and determined that it was cost prohibitive to recommend fixes to improve the delivery from an in theater supply hub to the ship -- what is referred to as the "last tactical mile." Options for reducing the last tactical mile delays involve more manpower, increased infrastructure or dedicated logistics vessels; therefore, the team focused their efforts on the other side of the equation. Getting parts to the hub sooner, having greater stock in theater, and keep-

ing parts in theater through more robust repair capability will mitigate the effect of the last tactical mile delays on readiness.

One option pursued was to increase the stock and availability of high failure rate parts in 5th Fleet. The TMS team, with a superb contribution from NAVSUP WSS, developed an allowance change request for components that could be added to the SH-60B shore-based pack-up kit (PUK) in Bahrain.

During the Air Board, the team was able to report that stock was increased for 11 different components, 27 items in all, to the PUK in Bahrain. Keeping these components in theater and shortening the travel time to the port or supply ship will expedite getting parts to the detachment and improve readiness.

Additionally, the HSM Community asked the NAE for assistance in expediting the establishment of the Aviation Consolidated Allowance List (AVCAL) in Atsugi, which will also shorten the turnaround time on parts requirements for deployed detachments. The AVCAL has already been approved and is expected to become operational soon. All efforts made to improve the supply support posture will be beneficial to all H-60 aircraft, especially those that continue to deploy as part of detachments.

High cost dynamic components:

Premature replacement of major dynamic components is another area that has long affected the H-60 community. Parts like the main transmission gearbox (MGB) and main rotor blade (MRB) are not only costly in financial terms, but also in terms of extensive man-hours to remove and replace, especially under the challenging conditions presented by conducting the maintenance on CRUDES ships. In FY11, the HSM community

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Aviation Structural Mechanic 3rd Class Michael P. Moore and Aviation Ordnanceman Airman Apprentice David L. Miller perform operational tests on an MH-60R Seahawk helicopter assigned to the Saberhawks of Helicopter Maritime Strike Squadron (HSM) 77 on the flight deck of the Nimitz-class aircraft carrier *USS Abraham Lincoln* (CVN 72) in this photo dated March 6. Photo by Mass Communication Specialist Seaman Zachary S. Welch/Navy.mil

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replaced almost 20 MGBs and nearly 130 MRBs, primarily for corrosion, at a total cost of more than \$17 million. Naval Air Systems Command and the original equipment manufacturer have identified a long-term solution for the MGB. In the interim; however, the commonality of the H-60 provided a short-term solution. The U.S. Coast Guard has been using AV-DEC[®] (Aviation Devices and Electronic Components) polyurethane gaskets for years as a successful method of preventing corrosion between the MGB and the airframe mounting points. We are happy to report that a technical directive was released and these gaskets are already being installed on aircraft across the Navy H-60 Fleet.

Analysis of the MRB replacements that occurred in FY12 revealed that technicians were more likely to replace MRBs than repair them. Part of this is a training issue, as the HSM community and the force at large are dealing with the loss of many of its more experienced personnel. In an effort to ensure that maintainers are trained in blade repair skills, Commander, Helicopter Maritime Strike Wing, U.S. Pacific Fleet's Continuous Process Improvement team initiated a program to deliver an improved training approach to both organizational- (O) and intermediate-level (I-level) maintenance technicians. (Editors' note: For more on this effort, see Vol. 10, Issue 1 at http://www.public.navy.mil/airfor/nae/Current%20ReadinessEnterprise%20AIRSpeed%20Newsletters/Volume10_Issue_1_Posted_January_2012.pdf.)

Additionally, two new engineering changes will be released in the coming months that are expected to help keep MRBs on the aircraft longer. These MRB initiatives are expected to save the HSM community millions of dollars and thousands of man-hours.



Aviation Machinist's Mate 3rd Class Megan Walters, right, directs Sailors from the Warlords of Helicopter Anti-Submarine Squadron Light (HSL) 51 move an SH-60F Sea Hawk helicopter aboard the U.S. 7th Fleet flagship *USS Blue Ridge* (LCC 19) after a vertical replenishment with the Military Sealift Command fleet replenishment oiler *USNS Walter S. Diehl* (T-AO 193). Photo by Mass Communication Specialist 3rd Class Mel Orr/Navy.mil

ALFS availability and reliability:

The ALFS is an exceptional sensor that allows the MH-60R to provide a significant air anti-submarine warfare (ASW) capability to the strike group or theater commander, but programmatic and sustainment issues remain areas of concern. The mean time between failures (MTBF) for the system is 62 percent less than its design goal. Coupled with repair cycles of almost a year for some components, shortages of available systems for the fleet are likely in the very near future.

Working with the ALFS Executive Steering Committee, the HSM community is continuously refining operational use and O-level maintenance procedures to ensure we do all we can to keep the systems on wing as long as possible. The program office has worked diligently to establish additional CONUS-based repair capability at both fleet and industry sites, which has led to reduction in turnaround time (TAT) for many components. The TMS team is still trying to increase its availability by accelerating

the delivery schedule of systems and spares, adding more CONUS repair capabilities, and identifying Engineering Change Proposals that will help increase the MTBF to keep the system up and the submarines down.

HSL/HSM detachment manning challenges:

Meeting maintenance technician readiness objectives for small units like deployed HSL/HSM detachments has always been challenging. Even more so today due to reduced squadron manpower and the affects of Top-Six Roll Down (reducing the percentage of Sailors in the E-4 to E-9 pay grades). Squadrons that deploy as an entire command can leverage from larger shops with more available organic talent. A detachment has as few as two maintainers per rate (with the exceptions of aviation maintenance administrationman, aviation ordnanceman and aircrew survival equipment petty officers of which there are only one) to execute two-shift, 24-hour/seven-days-a-week maintenance. This reality leads to

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three weeks to two days. For his efforts, he was recognized with the Naval Aviation Enterprise Site Visit Excellence Award during the “Boots-on-the-Ground” site visit Feb. 23.

Clearing decades of junk

Dykes applied 5S by first removing clutter from the work center. “I pulled everything out, including the drawers. I red tagged and got rid of stuff,” he said.

“Sailors are pack rats,” he said. “I found outdated consumables from the 1980s and weird electrical components I didn’t even know what they were used for.”

Then, from top to bottom, he scrubbed the bulkhead and the deck. Shelves that were welded to the deck were detached and removed. The new perspective on the space helped him to start thinking what tools and equipment were needed in the shop and where to put them.

He established an induction area. Each task now has its own dedicated work area and tools are labeled. Each piece of gear is now assigned to a technician who repairs it from start to finish. “There’s no excess foot traffic in this work center,” said Dykes. “The maintainers don’t have to come in to induct their components. We meet them at the door. And because work center’s work flow has been improved and repair areas have been designated, any tech that is assigned to this area can come in and immediately know what to do.”

(Kearsarge continued from Page 3)

mander, Naval Surface Force Atlantic; NAVSUP Weapon Systems Support; U.S. Marine Corps Forces Command; Marine Aviation Logistics Squadron 26; Defense Logistics Agency; Center for Naval Aviation Technical Training; Marine Medium Tiltrotor Squadron 266; Naval Sea System Command Program Executive Office Integrated Warfare Systems; Commander, Naval Air Force Atlantic; U.S. Marine Corps Deputy Commandant for Aviation; Naval Aviation Enterprise Total Force Cross-functional Team; and contractor support also attended.

Other topics discussed by Kearsarge and NAE leadership included: additional manpower requirements Kearsarge needed to support the V-22 while on cruise; the increase in the number of off-ship resupply requests and its

Passing it on

As part of Kearsarge’s CPI team, Dykes uses his experience to teach others. “Others are just like I was. They lack a good understanding of it,” he said. “You have to put it in the perspective of the customer. Hands-on use is the best way to show them that it works. The light bulb goes on when they see my work center and then apply CPI to their work centers.”

Now Dykes advocates for CPI. “I say its common sense. When I was an airman, I did what I was told. I didn’t realize what our head hurters were. Other Sailors are doing the same thing. CPI has changed that dynamic for the better,” he said.

Dykes said his leadership skills have also improved as a result of CPI. “The maintainers in my work center have gained confidence – not only in me but in themselves. They can see the changes. It makes their job easier and alleviated a lot of the burden off their shoulders.”

He also has a better understanding of operational analysis, and the cause and effect of leadership decisions. “It has also caused me to re-evaluate the value of the dollar,” said Dykes.

“CPI is not just moving stuff around,” he said. “It’s a necessity that impacts the effectiveness of Sailors, Marines and artisans.” ■

correlation with a change in orders; training for the ship’s only black belt and growing the number of green belts; the effect multiple cross-decks (informal, ad-hoc sharing of resources between vessels) have on ship readiness; the development of solutions to address manpower issues by Fleet Forces and the Surface Warfare Enterprise; the skill set of the ship’s junior workforce; promulgating the ship’s innovative solutions to other commands; the need for additional collateral duty inspectors; keeping Sailors certifications up to date; coordinating Sailor training with Marine Corps Air Station New River; and how the ship applied lessons learned from other L-class ships. NAE leadership took these and other issues back to their commands for further review. ■

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several challenges for a detachment based unit. First, there is little ability to conduct underway training when the detachment only has single point manning to meet two shifts. To meet scheduled and unscheduled maintenance production requirements, everyone on the detachment must be qualified when they deploy, which can cause challenges in expediting training when personnel arrive at a squadron. This also has secondary effects on aggregate experience. Aside from differences in workload (for example, an HSM detachment has an aviation structural mechanics (AM) to aircraft ratio of 1.5 to one, while a CVW strike fighter squadron (VFA) squadron has a ratio of almost three AMs for every one aircraft), an air wing deploys with four VFA squadrons, and this leads to synergy among sister squadrons as a great deal of range and depth of experience is available for assistance. For the detachment, the only experience available is that of the few personnel on board.

Because the experience level of every maintainer is so crucial on a detachment, a penalty is paid every time a maintainer on his or her second or third tour checks in without having previously served in a helicopter squadron. More time is required to attain qualifications, and the hands-on experience with helicopters just isn't there. To alleviate some of the strain this causes, the HSM community asked

for consideration of an initiative to reutilize maintenance experience in the community through skills-based or experience based distribution – specifically directing helicopter maintainers to stay in helicopter units for subsequent tours. By keeping TMS experience in the community, the time to train personnel arriving at the squadron can be reduced. The benefits gained here would benefit all commands across the Naval Aviation force.

CNATT/CNATT units have been invaluable partners in the effort to maximize the training for maintainers, be it through flexible hours, specially convened classes where needed, more responsive curriculum review, and opening their doors for squadron-led on the job training.

The experience/capability-based distribution and improved training continuum initiatives presented during the Air Board generated great interest, and many are working to determine how best to implement these recommendations.

The HSM community is hopeful moving forward that their efforts leading up to the Air Board will continue to yield more gains for the HSM community and all of Naval Aviation. HSM remains well postured to persist in these endeavors while meeting new challenges as they arise. ■

Links of interest

1. **NAE Air Plan***
This edition discusses current readiness issues and the actions of Naval Aviation leaders to advance and sustain readiness in an environment of steadily increasing resource pressures.
https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/Air%20Plans/23-Apr12_Air_Plan.pdf
2. **Helicopter surpasses 12,000 flight hours**
A 45-year-old helicopter still provides warfighting capability to the Marines.
<http://www.marines.mil/unit/31stmeu/Pages/31stMEUhelicoptersurpasses12000flighthours.aspx>
3. **Fire Scout team takes steps to arm unmanned helicopter**
Arming the MQ-8B Fire Scout with a laser-guided rocket enables the fleet to engage hostile threats independent of air support from carrier or shore-based aircraft.
<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4952>
4. **Navy reaches key milestone with aviation-support equipment system**
All mainframe Consolidated Automated Support Systems (CASS) throughout the Navy will be replaced by the electronic CASS (eCASS), a technologically advanced, automatic test system that will maintain all current test/repair capabilities while providing for the reuse of approximately 700 CASS Test Program Sets.
<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4936>
5. **China Lake installs F/A-18E/F Tactical Operational Flight Trainer**
This capability at China Lake allows squadrons to complete required training locally, saving them time, funding

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and airframe hours.

<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4930>

6. **Check out NAVAIR's Video Gallery**

Here you will find video featuring X-47B's official transition to Patuxent River, Md., P-8 Poseidon's first operational fleet exercise, and demonstrations of the MH-60S and MQ-8B Fire Scout.

<http://www.navair.navy.mil/index.cfm?fuseaction=home.display&key=VideoGallery>

7. **FRCSW Almanac - Volume 5, Issue 5 ***

The latest issue of Fleet Readiness Center's (FRCSW) Almanac highlights new tooling and some insight into the work of FRCSW artisans completed while in Afghanistan.

https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/AirSpeed%20Newsletters/Newsletter_Repository_2012/FRCSW_Almanac/FRCSW_Almanac_Vol%205-5I.pdf

8. **DoN CPI Gram - March 2012**

This issue gives details about the Budget Control Act of 2011 and how the Naval Surface Warfare Center is using continuous process improvement to facilitate the processing the backlog of more than 25,000 retirement claims.

https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/AirSpeed%20Newsletters/Newsletter_Repository_2012/DoN_CPI_Gram/March_2012.pdf

9. **Carrier Readiness Team Newsletter***

Updates on the latest on the Continuous Process Improvement Afloat and the PESTO Pillars (People, Equipment, Sustainment, Training and Ordnance) activities are featured.

https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/current_readiness/Carrier_Readiness/Carrier%20Readiness%20Document%20Library/CRT%20News%20Letters/6_CARRIER%20READINESS%20TEAM%20NEWSLETTER_29%20FEB%2012.docx

10. **Navy unveils first fleet P-8A Poseidon to public, maritime community at annual symposium**

Read about the aircraft's first public appearance.

<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4961>

Watch a video on the event held at Naval Air Station Jacksonville on *All Hands Update*.

<http://www.navy.mil/swf/mmu/mmplyr.asp?id=16955>

New Aircraft Introduced At P-8A Roll-Out Ceremony

The next phase for Poseidon will be its integration with the unmanned BAMS platform.

http://www.navy.mil/search/display.asp?story_id=66179

11. **Tactical Electronic Warfare Squadron 141 Arrives in Japan**

All Hands Update focus on the electronic warfare capabilities the platform brings.

<http://www.navy.mil/swf/mmu/mmplyr.asp?id=16967>

12. **Lean Stuff***

The following PDF documents are a list of links from commercial resources compiled periodically by NAVSEA and disseminated to CPI practitioners and organizations throughout the Navy.

https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/AirSpeed%20Newsletters/Newsletter_Repository_2012/Lean_Stuff/

*- Site is CAC-enabled. Some readers may not be able to access the link.

Content in this publication has been cleared for release.